

AIRCRAFT MOBILIZE FOR NAVAL ATTACK

Army and Navy Prepare to Demonstrate Effectiveness Against Warships.

TESTS BEGIN TUESDAY

Former German Ships and Radio Controlled Iowa to Be the Targets.

TEST OFF VIRGINIA CAPE

Brig-Gen. Mitchell Commands Army Bombers—Capt. Moffett Directs Navy Planes.

By the Associated Press.
Old Point Comfort, Va., June 18.—The claim of aircraft advocates that battleships no longer form the nation's chief weapon of defense will be brought to a test next week off the Virginia Capes. Armed with bombs of every size, flocks of army and navy air ships will seek in a series of tests to destroy more than half a dozen former German warships and to find and bomb the radio controlled battleship Iowa.

There will be no attempt to simulate real battle conditions. The joint army and navy operations were arranged by the Government to get at the facts as to the accuracy with which air men can drop bombs upon naval craft. The warships of necessity cannot employ their guns to defend themselves, but will be merely, except in the case of the Iowa, anchored targets for the aviators.

Test of Placed Bombs.
The manoeuvres also will determine the effectiveness of bombs that strike and explode upon the decks of armored ships. Previous tests with placed bombs have not satisfied naval authorities that aerial craft would be in grave danger of destruction by air bombs, even if struck.

The unique and one-sided contests had their origin in the controversy which followed the declaration before a Congressional committee by Brig-Gen. Mitchell, of the air service, that the development of military aircraft was fast making the battleship obsolete. Navy officials led by former Secretary Daniels took prompt exception to this claim and the verbal conflict of opinion raged so vigorously that the Government found it advisable to attempt the actual demonstration of the power of aircraft, employing its most modern planes and bombs against obsolete or former German naval craft.

In preparation for the tests the army has concentrated at Langley Field, near here, the largest mobilization of military aircraft in the history of aviation in this country. More than 150 planes of all types, including giant Martin bombers capable of carrying the new 2,000 pound aerial bombs, smaller bombing planes and fast single seat pursuit machines with a speed of 120 miles an hour, to be used for scouting and observation work, are included in the mobilization, as well as a number of dirigibles. Scores of pilots, gathered from flying fields throughout the country, have been practicing daily for weeks in bombing and observation flights out to sea and up Chesapeake Bay, dropping dummy and live bombs against targets over water and land.

Naval Aircraft Mobilized.
At the Hampton Roads station the naval aircraft are mobilized, including a number of seaplanes of the NC-4 type, the class that negotiated the first transatlantic flight. At Langley Field a number of Martin Corps planes, Martin bombers and DH-4's are gathered to operate with the naval planes during the tests.

The first test, scheduled for Tuesday, will be directed against the U-117, a modern submarine used by the German navy during the war. The submarine will be anchored fifty miles east of Cape Charles, Va., in an awash condition, with its conning tower and blue circles pointed on its deck to distinguish it as the target and avoid the possibility of a mistake.

The first expedition against the U-117 will take off in time so that the first division will arrive at the target by 9 o'clock. The flight will consist entirely of naval planes, including nine F-5-L type machines, each of which will drop four bombs; a torpedo plane division of five Martin bombers, each of which will drop six bombs; four NC type seaplanes, each of which will drop four bombs, and a Marine Corps division of six DH-4's, which will drop two bombs each. All of the bombs will be of the 165 pound type.

After the attack by the naval air detachment, if the submarine has not been sunk, the army flyers will take off from Langley Field. The army flight will consist of twelve big Martin bombers, each to launch a 2,000 pound bomb, and eleven DH-4's, which will drop two bombs each, all of the 165 pound type. The aircraft will deliver the attack as the flight commanders choose, without any restrictions as to altitude or speed.

It is expected that by the time the forty-seven aircraft engaged in the test have dropped their 188 bombs the U-117 will have disappeared beneath the surface of the water, but should the vessel still be afloat it will be made the target of the guns of a division of destroyers on the following day, along with the former German submarines, U-140, U-111 and U-85.

Search for "Enemy" Battleship.
The second phase of the tests will take place on June 25. Officers of both services consider this the most important of all the experiments, as it will involve the double problem of the ability of aircraft to find any enemy fleet somewhere in a wide area of the ocean and to bomb the enemy ships after locating them. On that date the radio controlled battleship Iowa will be somewhere between the Virginia Capes and Cape Hatteras, from fifty to one hundred miles off shore. The Iowa will be maneuvered by radio from the battleship Ohio, five or six miles distant. The flyers will have only an approximate idea of the location of the Iowa and will be required to take off at a given signal, search the wide area involved, and, if they find the vessel, bomb it with incendiary bombs and go back to land safely. The control officer on the Ohio will be allowed to maneuver the Iowa as he pleases during the bombing, simulating as far as possible the moves a battleship might be expected to make in war to escape aerial attack. The conditions involved are that the Iowa shall continue to steam in the general direc-

MUSIC BEST SELLERS WANTED BY THE ESKIMO

Canned Jazz Is in Demand for Igloo Concerts—Latest in Fiction Also Is Ordered.

EDMONTON, Alta., June 18.—Igloo musicians and literary circles may become fashionable among the Eskimos. Dennis Anoktok of Anderson River, leader of sub-polar cosmopolitan, has written to Edmonton for a phonograph, forty records of recent songs and a dozen popular novels. His order came by the last mail from Dawson. The articles will go north by the first Mackenzie River steamer.

The songs are those that have won the popularity of the cabarets, the kind that jazz connoisseurs describe as "knockouts, believe me"—mammy songs, hula songs, ragtime love, the gamut of blues from corset to Martin busby. The Eskimo melodies warranted to heat an igloo when the temperature outdoors is 70 below. These ditties will give the Arctic, that knows canned beans, its first taste of canned music.

tion of the shore and the attacking planes stay at an altitude of at least 4,000 feet. Eight o'clock in the morning will be "zero hour."

In the test against the Iowa all available aircraft will be used, including at least four dirigibles. Under present plans the army will not use any land planes in this test, but the naval detachment will use four Martin bombers assigned to the Marine Corps. It is expected that more than one hundred aircraft will take part in the search for any bombing of the Iowa. Twenty bombs weighing from 230 to 1,000 pounds each will be used. The army personnel involved will fly seaplanes.

Data on Hits Wanted.
As soon as contact is made by any of the scouting aircraft a radio signal will be sent out and reserve planes held at the Hampton Roads here and at Langley Field will form in division and rush to the attack. Destroyers will be stationed in long lines along the coast in the event of a victory of the test to go to the rescue of planes forced down into the water.

Live bombs will not be used in the experiment, as the navy wishes to preserve the Iowa, the only radio controlled battleship in existence, for target practice with the Atlantic fleet next fall. The problem in the air tests is designed to furnish reliable data on the probable number of hits to be expected from aircraft operating against a battleship at sea. Data on the damage to be expected from such an attack will be obtained in a later attack on the former German battleship Ostfriesland, a modern vessel.

The third of the series of bombing tests will take place on July 13 with the former German destroyer G-107 as the target. The army will make the first attack, using twelve Martin bombers and eleven DH-4 machines and 250 pound bombs, ninety-four of which will be dropped. The conditions of the attack are left at the discretion of flight commanders. If the destroyer is not sunk by the army's attack the naval air detachment will attempt to sink the vessel. If the G-107 remains afloat then it will be sunk on the following day by gunfire by Atlantic fleet destroyers, along with the former German destroyers S-132 and V-42. Should the destroyers fail to sink the vessel, battleships will be assigned to the task.

Fourth Phase on July 18.
An attack on the former German cruiser Frankfurt will be the fourth phase of the tests and is set for July 18. The vessel, completed in 1915, took a prominent part in the battle of Jutland and represents a good type of modern cruiser. She will be at anchor during the attack and the attacking aircraft, consisting of army and navy planes flying in mixed formation, will use first 250 and 500 pound bombs and then 250 and 400 pound missiles. All types of aircraft will be used, the first attack to take place at 9 o'clock in the morning. If the vessel remains afloat after the final attack it will be sunk by destroyers at a range of 5,000 yards.

The final test in the series thus far arranged will be the bombing of the former German battleship Ostfriesland on July 20. The Ostfriesland is a dreadnought of 23,800 tons, mounting 12-inch guns, and was surrendered to the Allies at Scapa Flow. During the battle of Jutland she formed part of the German first battle squadron and was badly damaged by a mine.

The principal value of the Ostfriesland experiment is expected to be the resulting data regarding the amount of damage aerial bombs may be expected to inflict on a battleship. The vessel will be at anchor fifty miles offshore and will be attacked by army and navy aircraft. The conditions of the test require three hits each with 250 and 500 pound bombs, two hits with the 1,000 and 2,000 pound bombs and one hit with 2,000 pound projectiles. There will be provided for use in the attack thirty-two of the 1,000 pound bombs and three of the 2,000 pound type.

If the Ostfriesland remains afloat after all the required hits have been made the vessel will be used as a target for the main battery of the battleship Pennsylvania, flagship of the Atlantic fleet, and all the German ships were turned over to the United States on condition that they be destroyed within a year.

Permanent Camera Records.
Extensive arrangements have been completed for recording the data obtained during the bombing tests. Motion picture cameras will be used to record permanently the results, and boards of officers stationed on tugs and other craft near the vessel attacked in each phase of the test. Capt. Luke McCaskey will make notes. Capt. Luke McCaskey is the senior member of the observing party. Among the duties which the board of observers is charged are the following: Observe and record the number and type of bombs dropped, the number of hits, the actual damage to the vessels, bearing in mind the age and state of preservation of each ship attacked, the probable damage to personnel, anti-aircraft defenses and light equipment and structure exposed on the upper decks and damage to the main fighting equipment in the protected area, particularly the lighting, fire and ship control systems.

The board will be charged also with making deductions as to the probable damage to ships of various classes of new design and in a good state of preservation and recommending suitable changes in the equipment, design and construction of future vessels in the light of the results of the bombing tests.

Orders issued by the commander-in-chief of the Atlantic fleet, Admiral H. B. Wilson, require the board, in addition to all other duties, to check the time of zero hour, the movements of planes in the air, the number and types of bombs carried by each plane, the time at which the first and last bomb are dropped during each attack, the total number of bombs dropped, the probability of destruction of aircraft by surface vessels, the probability of lessening the number of hits by maneuvering the ship attacked and the ability of aircraft to carry out a successful search and deliver an attack at a considerable distance offshore.

A Congressional party will witness the tests from the transport Henderson, which will also be the press boat. The general supervision of the experiments is under the direction of Admiral Wilson, with Gen. Mitchell in charge of the army air detachment and Capt. William Moffett, Director of Naval Aviation, in charge of the naval air force.

THIS IS BIG WEEK FOR HARVARD MEN

University's 280th Commencement to Be Crowded With Activities.

YALE GAME ONE FEATURE

Japanese Lanterns and Spraying Fountains.

Special Despatch to THE NEW YORK HERALD, CAMBRIDGE, MASS., June 18.—Harvard's 280th commencement is set for the coming week, and baccalaureate Sunday (to-morrow) is the first of several big days at the university. Monday is Phi Beta Kappa day; Tuesday is class day; Wednesday is given chiefly to class reunions, and Thursday is commencement. Friday the old grads flock to New London for the regatta with Yale, and Saturday many of them will continue on their way to New York, where the third game in the baseball series with the Elis will be played at the Columbia University grounds if the New Haven and Cambridge contests leave a deadlock.

President Lowell will deliver the baccalaureate sermon in Appleton Chapel. Shortly before 4 o'clock the members of the senior class will assemble in the yard and, headed by their respective class officers, the first pair in the parade being Henry H. Faxon of Quincy, first marshal, and Hermon D. Smith of Chicago, chairman of the class day committee, will march to the chapel.

The Rev. Raymond Calkins of Cambridge will be in charge of the religious side of the service. He will also conduct morning prayers on class day as well as offer the opening and closing prayers at the forenoon literary exercises the same day. A. Vincent Bennett, a student of the Graduate School, will preside at the organ in the absence of Dr. A. T. Davidson, who sailed with the Glee Club for France last Saturday. Under the direction of Chorister Alden French of Boston the baccalaureate hymn, written by Paul E. Jackson of Boston, will be sung.

Reception by President.
After the service President and Mrs. Lowell will receive the class at their home on Quincy street. The Lowells will also welcome the class of 1886 the same afternoon. Its members are celebrating their twenty-fifth year out of college and have a religious service the same day.

Monday is given over to the scholars of the university. The Phi Beta Kappa Society holds literary exercises in Sanders Theatre at 11:30, following an earlier business meeting in Emerson Hall. Prof. F. W. Taussig, president of the society, will preside; Ralph Adams Cram, the architect, will deliver the oration at the meeting, and Prof. John Erskine of Columbia will read an original poem prepared for the occasion. The annual dinner of the society will follow at the Union.

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Following chapel Tuesday morning a full will come in the activities until 11 o'clock, when the forenoon literary exercises of the senior class will be held in Sanders Theatre. Francis W. MacVeagh of New York, who is class poet, will deliver his composition; William S. Holbrook, Jr., of Davenport, Iowa, will read the class oration, and Warren and the child wandered over most of the world for many years. Her grandfather in Spain sent agents to this country looking for her.

"Then, when she was 15, they settled down in Oak Park, where Warren was a painting contractor. She kept his house and had her freedom, and, inheriting the temperament of her parents, was too fond of that freedom to keep out of mischief. She was fond of cabarets, dances and the movies. So, I learned, she came before the juvenile authorities here."

"The girl's father moved East and died, and she returned to Chicago to be sent to the Illinois for the Friendless because of her wild escapades. She was given to the care of a Mrs. Conley, 4516 Drave avenue. She escaped through a window one night and has never been heard of since."

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Clyde Owen, who told this story, is an official of the Pressed Steel Car Company, Pittsburgh.

The much sought girl has changed her name from Owen to Gordon, according to the information available.

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Important Sale

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AMERICANS DESERT RESEARCH YACHT

Homesickness Attacks Volunteers on Wisdom II.

PAGO PAGO, American Samoa, June 17.—Homesickness and the hard rule of the quarterdeck caused thirteen Americans, who wanted to tour the world seeking adventures, to leave the yacht Wisdom II. by the time she reached here from Los Angeles, Cal., on a trip of scientific research round the globe.

All America wanted to go. Frederick O'Brien, author, one of the ship's company, said in telling of the requests made before sailing for berths on the boat. There were twenty officers, sailors and motion picture men aboard when the vessel left California. Six left at Tahiti and seven here, leaving what Mr. O'Brien called a workable crew of seven Americans. Six Tahitians were taken aboard as sailors.

The Wisdom, commanded by Capt. Edward S. Salisbury of New York and California, arrived here April 11. She left Los Angeles January 13. On arriving here Capt. Salisbury entered the navy's hospital for a few days.

The Marquesas Islands and points in Tahiti, Born Bora and Raiatea were visited before the boat arrived here. When she left recently for Apia, all Pago Pago went to the beach to bid her farewell.

O'Brien and Dr. Malcolm Douglas, New York, another of the ship's company, plan to leave the boat for a time, they said here, and visit the Valley of Holes in American Samoa. This place is known by the natives as the "Haunted Valley."

Seldom visited places like the New Hebrides, New Guinea and New Caledonia are to be visited by the Wisdom before she heads for the Far East and India.

HOUSING SHORTAGE IN ROME.

Rome, June 17.—Rome is suffering from lack of house room quite as seriously as any American city. Congestion has reached the point where large families have to be crowded into one room. There is to-day in need of 45,000 more rooms.

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The Greatest \$2250 Value Ever Offered

The remarkable Jordan at \$2250 [prices reduced \$600 to \$900] is the greatest value ever offered in a motor car.

Anyone who desires to prove this statement need only inspect all cars and look for these points—

1. Aluminum bodies instead of sheet metal.
2. Non-rattling, self-adjusting, lubricated spring shackles.
3. Silhouette bodies instead of bevel edge.
4. All spring leaves, Chrome Vanadium, instead of carbon.
5. National economy record 24.1 miles per gallon.
6. Lightest, best balanced car on road for wheel base. Weight 2800 pounds.
7. Cord tires, first made standard on Jordan.
8. Jordan wheelbase 120 inches. Standard for the future.
9. Marshall Cushion Springs
10. 12,000 to 20,000 miles on tires.
11. Fenders of style and strength, pressed steel construction.
12. Quality windshield support—non-rattling.
13. Hill climbing capacity.
14. Ease of starting and handling.
15. Acceleration in traffic.
16. Optional body colors.
17. High second-hand valuation.
18. Body supported at 14 points.
19. All wiring in conduits.
20. Percentage of owners who are repeat buyers.

24.1 miles per gallon—Jordan's country-wide economy run average

Compare all motor car prices as of these dates—	
September 1920 Former Jordan Prices	May 1921 Jordan Prices Today
\$2850—5-Pass. Silhouette	\$2250—5-Pass. Silhouette
\$2850—Playboy	\$2250—Playboy
\$3950—Brougham	\$3300—Brougham
\$3950—5-Pass. Sedan	\$3300—5-Pass. Sedan
\$3075—7-Pass. Silhouette	\$2475—7-Pass. Silhouette
\$4200—Custom Landaulet	\$3300—Custom Landaulet
\$4200—7-Pass. Sedan	\$3700—7-Pass. Sedan

All Prices F. O. B. Cleveland

JORDAN MOTOR CAR COMPANY, INC., Cleveland, Ohio

Sherwood Automobile Corporation

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Telephone Columbus 6812 Prospect 4800